

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Rumania
SUBJECT The 7 Bomber Division

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(FOR KEY SEE REVERSE)

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1. The 7 Bomber Division

Location: Until the spring of 1952 the division was located at the Stalin (Brasov) Airport. From there it was transferred to the Targosor Airport near Ploesti.

Commander: Col. Nicolae Conta.

Political Commissar: Capt. Constantin Iancu.

The former Chief of General Staff was Major Alexandru Viorel Popescu. After the escape of a Heinkel plane into Yugoslavia in the spring of 1952, Major Popescu was arrested and dismissed from the air force. He was replaced by Captain Marcu Florea.

Navigator of Division: Major Eusebie Hladiuc.

Military Operations Section: Major Ionescu.

Cadre Section: Lt. Major Mihai Bunica.

Scout Section: Captain Morandini.

Commander of Rear: Major Vasile Stancu.

Counterintelligence Officer: Lt. Major Vancu. Of Russian origin, he speaks broken Rumanian.

Soviet Counselor of 7 Bomber Division: Col. Kuznetsov.

Organization:

The 7 Bomber Division is composed of:
The 6 Bomber Regiment at Targosor,
The 17 Bomber Regiment at Targosor.

2. The 6 Bomber Regiment

Location: Targosor Airport near Ploesti.

Commander: Capt. Eftimie Zaharcu who was arrested and dismissed from the army subsequent to the escape of a Heinkel plane into Yugoslavia. In the spring of 1952 he was replaced by Capt. Gheorghe Popescu.

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Political Commissar: Capt. Gheorghe Cojocaru.
 Chief of General Staff: Lt. Major Ungureanu.
 Military Operations Section: Lt. Major Gheorghe Ene.
 Battle Training Section: Lt. Major Racoveanu.
 Gunnery Training Section: Lt. Major Ion Popescu.
 Cadre Section: Lt. Alexandru Hedes.
 Counterintelligence Officer: Lt. Ion Kocis.
 Regiment Engineer: Lt. Gheorghe Neagu.

Organization:

The regiment has three squadrons of three patrols each, with three planes in each patrol; a total of 27 planes. In addition there are several planes in reserve which are used to train mediocre pilots.

a. 1 Squadron

Commander: Lt. Ion Ceara
 Political Commissar: Lt. Radu Cula.
 Commander's Assistant: Lt. Caravan.

b. 2 Squadron

Commander: Lt. Major Neagu Gageanu
 Political Commissar: Lt. Stefan Polak.
 Commander's Assistant: Lt. Nicolae Avram.

c. 3 Squadron

Commander: Lt. Major Ion Cioroianu.
 Political Commissar: Lt. Ion Luca.
 Commander's Assistant: Lt. Nicolae Popa.

d. Equipment

7 to 8 IAR-39 airplanes
 2 PO-a planes
 2 Fisseler-Storch planes
 6 to 7 TU-2 planes.

During 1952 the 6 Bomber Regiment nearly completed its complement with new pilots but was not able to carry out the planned training program, due to the move from the airport of Stalin (Brasov) to the airport at Targsor and also because of the delay in the shipment of Soviet equipment. Because of the delay, training with the new planes consisted merely in ground demonstrations rather than actual flying.

3. The 17 Bomber Regiment

Location: Targsor Airport near Ploesti.
 Commander: Major Gheorghe Seniuc.
 Political Commissar: Lt. Ion Ghinea. In the spring of 1952, he escaped to Yugoslavia with a Heinkel airplane and was replaced by Lt. Major Ion. Rusu, formerly with the political section of the 7 Bomber Division.
 Chief of the General Staff: Capt. Stefan Ilasievici, who subsequent to the escape of the Heinkel plane was arrested and dismissed from the air force. Ilasievici was replaced by Lt. Major Ion Stanciu.

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Military Operations Section Chief: Lt. Viorel Anghel.
 Navigator of Regiment: Lt. Major Ion Marcu.
 Regiment Engineer: Lt. Major Gheorghe Cosma.
 Counterintelligence Officer: Lt. Ion Luca.
 12 Bureau (secret documents): Sub-officer Gheorghe Lixandru.

Organization:

The regiment is composed of three squadrons of three patrols each, with three planes in each patrol.

a. 1 Squadron

Commander: Lt. Major Constantin Zaharia.
 Political Commissar: Lt. Ion Lipa.
 Engineer: Lt. Stefan Oprisan.

b. 2 Squadron

Commander: Lt. Major Ion Chira
 Political Commissar: Lt. Major Ion Opincaru.
 Squadron Engineer: Lt. Gheorghe Irimescu.

c. 3 Squadron

Commander: Lt. Major Cristea Postelnicu.
 Commander's Assistant: Lt. Bobaru.

d. Equipment:

The 17 Bomber Regiment has the following planes:

- 6 TU-2 planes
- 4 TU-6 planes
- 4 Nardi planes
- 2 PO-2 planes
- 2 Heinkel-111 planes
- 6 IAR-39 planes

With the exception of the IAR-39 and Nardi planes (which are used for training for daytime flying) and the PO-2 planes (which are used for night flying), out of all the planes in the regiment only the Soviet ones are fit to be used in modern warfare. This is because the Heinkel planes are both old and worn, and since they are discontinued, no spare parts are available. A Soviet adviser (a colonel), in charge of procuring equipment, who came on an inspection tour with a group of air force general staff officers, said that the unit would shortly be fully equipped with Soviet planes.

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